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ACI PROPERTIES LIMITED

275 SANDYCOMBE ROAD,  
RICHMOND, TW9 3LY

TRANSPORT STATEMENT

March 2016

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Ref: File path P:\ P1375 Sandycombe Road Transport Statement March 2016

## I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by ACI Properties Limited to produce a Transport Statement in relation to the proposed development at 275 Sandycombe Road, Richmond, TW9 3LY.
- I.2 This Transport Statement is to be read in conjunction with the Planning Statement prepared by Maven Plan Ltd, in particular Section 7 which pertains to car free development and includes a parking survey.
- I.3 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- I.4 The 0.48 hectare (4,800sqm) site is occupied by a single floor or (1 ½ storey height) building with an attached smaller and lower single storey (mono-pitched roof) building to the rear. The rear building is accessed via a separate entrance to the main building which fronts only Sandycombe Road. The buildings have a combined floor area of 290sqm. The buildings are in a poor state of repair, with poor changing facilities and have no windows or doors to allow natural light into or views out of the buildings.
- I.5 The rear of the existing building is currently used for judo and karate lessons with access being provided via a side entrance. The front of the building was used to house a table tennis and snooker hall, however, this section of the building has been vacant for some time.
- I.6 The site is within a Community Parking Zone (KA) which restricts parking between 10am to 12pm Monday to Friday.
- I.7 The proposal is for the demolition of the existing hall and the erection of a new community facility measuring 239sqm and six flats.
- I.8 The six flats will include four one-bedroom dwellings and two two-bedroom dwellings.

- I.9 The site is currently car-free with no on-site parking available; the proposed new development will continue this arrangement with no permits being allocated to the community facility or to any of the seven dwellings which are proposed.
- I.10 Initially the pre-application proposals involved the creation of some off-street parking for the site, however, due to issues regarding the feasibility of implementing a crossover which will be addressed later in report the council (at pre-application stage), the Council indicated that a car free development would be acceptable in principle, subject to the proposal being able to demonstrate that no harm would result, demonstrated by way of a parking survey.

## 2.0 SITE ACCESSIBILITY- EXISTING TRANSPORT ASSESSMENT

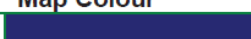







- 2.1 This chapter of the transport statement reports on how accessible the site is in regards to sustainable transport modes (public transport and cycling).
- 2.2 The application site is within 500 metres of Kew Gardens Railway Station and is also within easy walking access of a wide variety of local shops, services and amenities which will be readily accessible to future residents and thus reduce the need to travel by car.
- 2.3 The closest amenities in proximity to the site are a parade of local shops and restaurants along Sandycombe Road itself either side of the site.

### **Public Transport Accessibility – Public Transport Accessibility Level**

- 2.4 In terms of public transport and in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility level (PTAL) assessment have been undertaken.
- 2.5 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.
- 2.6 The level of available public transport at a point of interest in London is quantified and measured using Transport for London's (TfL) PTAL model.
- 2.7 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.

2.8 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL and PTAL score. The assessment was taken from the proposed entrance of the site. The results indicate that the application site has a PTAL score of 3 which is a 'moderate' accessibility rating and of the highest scores achievable as defined by TfL. The full PTAL output files are presented in order in Appendix C.

**Table 3 Public Transport Accessibility Levels**

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

Source: TfL TA Best Practice Guidance April 2010

### Public Transport Accessibility - Buses

2.9 A total of two bus services with high hourly service frequencies can be accessed from stops within around 550 metres of the application site. Refer to Figure 2 of this report for a map detailing the locations of nearby public transport access points. These are summarised in Table 1.

Table 1. Bus Service Details

Start Point	Bus Route	Distance from Site	Bus Route	Buses per hour
Parchmore Rd/ Sanfield Rd	65	537.44	Kingston - Petersham - Richmond - Kew - Brentford - South Ealing - Ealing	8
Beulah Rd/ Parchmore Rd	391	88.7	Richmond - Sandycombe Road - Kew Bridge - Turnham Green - Hammersmith - West Kensington - Fulham - Sands End	6

### Public Transport Accessibility – Rail and Light Rail

2.10 The site has access to TfL's London Overground rail services from Kew Gardens station and TfL's London Underground District Line light rail services from the same station.

- 2.11 These stations are shown on Figure 2. Kew Gardens Overground and Underground station are approximately 450m walk distance from the site.
- 2.12 London Overground rail services from Kew Gardens station are shown in Table 2 and Underground District Line services from Kew Gardens station are shown in Table 3.

Table 2. London Overground rail services from Surrey Quays station

Service	Destinations summary	Station walk distance (in m)	Approx. peak frequency (in vp/hr)
TfL London Overground \ North London Line	Highbury & Islington / Dalston Junction to Clapham Junction / Crystal Palace / West Croydon	900m to 1000m	17
	West Croydon / Crystal Palace / Clapham Junction / New Cross to Dalston Junction / Highbury & Islington	900m to 1000m	21

Source: Transport for London

Table 3. Underground District Line services from Kew Gardens station

Service	Destinations summary	Station walk distance (in m)	Approx. peak frequency (in vp/hr)
TfL London Underground District Line	Richmond to Upminster	450m	29
	Upminster to Richmond	450m	24

Source: Transport for London

### Cycle Accessibility

- 2.13 TfL publishes cycling guides; there are 14 guides in total covering the whole of London. All of the cycle routes presented in the guides have been ridden and recommended by cyclists.
- 2.14 TfL's Local Cycling Guide 9 covers Kew and the surrounding area. Within each guide, cycle routes are categorised as follows:

- Yellow – routes on quieter roads recommended by cyclists
- Blue – route signed for cyclists that may be on busier roads
- Brown – provision for cyclists adjacent to busy roads
- Light Green – routes through parks for walking
- Green – routes on canal towpaths for walking and cycling

2.15 A review of TfL's Cycle Guide 9 demonstrates that the site is well served by 'yellow' and 'blue' (refer to paragraph 2.15) cycle routes as defined by TfL.

2.16 There are no Santander Cycle Hire docking stations near the site and it is understood that there are no plans to extend the scheme to the area at the time of writing.

2.17 The PTAL rating of 3 highlights that there is moderate public transport accessibility to the site thus decreasing the need for people to travel to the site by car.



### 3.0 THE PROPOSAL, PARKING POLICY AND CROSSOVER ASSESSMENT

3.1 The proposal is for the demolition of the existing hall and the erection of a new community facility building and six flats at 275 Sandycombe Road.

3.2 There will be 239sqm of the community facilities with the residential units mix being as follows.

- 4x one bed flats;
- 2x two bed flats

#### Parking Policy

3.3 The local development framework (LDF) has been researched to assess parking standards for new developments.

3.4 Policy DM TP 8 of LDF 'Adopted Development Management Plan' sets out the parking requirements for developments and is as follows (LB Richmond, 2011):

***"Policy DM TP 8***

*Off Street Parking - Retention and New Provision*

*Developments, redevelopments, conversions and extensions will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions.*

*A set of maximum car parking standards and minimum cycle parking standards are set out in Appendix Four - Parking Standards 'Appendix Four - Parking Standards' for all types of development, these take into account bus, rail and tube accessibility as well as local highway and traffic conditions including demand for on-street parking. **These standards will be expected to be met, unless it can be shown that in proposing levels of parking applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on-street parking.***

3.5 Appendix Four of the LDF 'Adopted Development Management Plan' (LB Richmond, 2011) sets out maximum vehicle parking standards, the relevant section of Appendix Four is as follows:

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
(a) Residential Care Homes or Nursing Homes	1 space per 5 residents plus 0.5 spaces per unit of staff accommodation	as CPZ	0.5 spaces per unit of staff accommodation
(b) Hospitals	0.5-1.0 spaces per bed	as CPZ	1 per 200sqm
(c) Residential Colleges or Educational Centres	0.5 spaces per bedroom	as CPZ	0.5 spaces per bedroom
<b>NOTE:</b> Each case will be considered on its merits having regard to the nature of services being provided.			
<b>USE CLASS C3</b>			
<b>STANDARD RESIDENTIAL</b>	In CPZs occupiers of new residential developments may not be eligible for on street parking permits where existing levels of on street parking are very high. (Blue Badge holders exempt) There are exceptions to this rule which are detailed in Policy DM TP 8. Garages will be treated as parking spaces.		
	1-2 bedrooms 1 space	1-2 bedrooms 1 space	1 space
	3 bedrooms For 1 unit, 2 spaces; for two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit	3 bedrooms For 1 unit, 2 spaces; for two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit	1 space
	4+ bedrooms 2 spaces	4+ bedrooms 2 spaces (negotiable)	2 spaces
	Conversion and/or extension of existing residential units	Parking will be assessed in accordance with the standard for each size of unit	As CPZ

3.6 In accordance with the Council's maximum car parking standards the proposed maximum spaces the development would require is six spaces as all proposed residential dwellings are one bedroom and two bedrooms.

3.7 However, the policy also refers to instances where permits will not be permitted in CPZ areas with high parking stress.

3.8 It is understood that any future resident of the residential dwellings will not have access to the CPZ and will not be able to apply for a permit in accordance with

a signed section 106 agreement; this is due to the high parking stress levels in the area.

- 3.9 Notwithstanding the above the Planning Statement includes, at Section 7, an assessment of the existing parking stress and capacity on the surrounding streets for the times when the controlled parking zones are not in place. The Statement, with the additional parking survey attached as Appendices, demonstrates that (although car ownership is unlikely due to the preclusion from obtaining parking permits), there are the seven on-street spaces before the on street parking reaches the 90% stress threshold. It can therefore be concluded that the proposed car free development would be in accordance with Policy DM TP8 which states that lower levels of parking will be accepted where applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on-street parking. The parking surveys in Section 7 of the Planning Statement demonstrate that there would be no adverse impact on the on street parking.
- 3.10 Bins and cycle storage (secure and weatherproof) for 12 bicycles for the residents will be provided.
- 3.11 In terms of the parking for the community facility the development will continue with the same arrangement currently in place. The community centre is currently used by the judo and karate school without on-site parking. Due to the poor feasibility of implementing a drop kerb to allow off-street parking the current off site arrangements associated with the community facility will continue.
- 3.12 Seven separate cycle spaces will be provided for the community facilities.
- 3.13 The proposed residential dwellings will adhere to the minimum cycle parking levels required by LBRUT and the community facility parking provision will remain unaltered from that which currently exists.

## Crossover Assessment

3.14 During the pre-app discussions with the Council concerns were raised by the regarding the introduction and implementation of a crossover for the site. The Council were concerned with the resultant proximity of the crossover to the existing bus stop and the resultant width of the crossover if introduced alongside the two existing crossovers. In light of the above we have conducted an assessment on the feasibility of implementing a crossover.

3.15 In terms of local policy the Richmond Borough Supplementary Guidance 2006 'FRONT GARDEN AND OTHER OFF STREET PARKING STANDARDS' provides relevant policy regarding the feasibility of creating new crossovers.

3.16 Within the document crossovers are required not to be within 10 metres of any bus stops. The relevant text is shown below.

*3.9) Crossovers will not be constructed within the lines of a bus cage or within 10.0m of a bus stop where they would be likely to interfere with buses stopping to pick up/set down passengers. This also takes into account the likelihood of the bus stop being extended to meet the requirements of the Disability Discrimination Act.*

3.17 The site is located right next to the bus stop (J) which serves the 351 bus route. Due to its close proximity to the bus stop we feel that this would cause visibility issues when exiting the site, especially in the case of vehicles overtaking buses which are stopped at the bus stop. The introduction of the crossover would not be in accordance with the local planning policy on off street parking and its immediate proximity to existing bus stops.

3.18 The crossover will result in the loss of two parking spaces outside the development on Sandycombe Road.

*3.15. ) In many areas of the Borough on street parking is in short supply either due to lack of off street parking availability or reduced on street space and capacity because of narrow roads or existing accesses. Provision of a crossover, in an already heavily parked*

*area\*\*, demonstrated through surveys and permit sales/parking availability, either in or out of a Controlled Parking Zone where on street parking will be lost, will not normally be agreed to unless exceptional circumstances can be demonstrated. This will maximise the benefit to all residents and their visitors by maintaining access to and maximising the available on street parking.*

3.19 Due to its location in close proximity to the bus stop and the existing parking circumstances the creation of a crossover to allow for on site parking to be accessed would be in conflict with the Councils policy.

3.20 In addition there are currently crossovers at 273a and 273 Sandycombe Road which will mean that the implementation of a crossover at 275 will have an adverse affect on pedestrians walking along the footpath. Policy requires there to be adequate waiting areas of five metres between two adjacent crossovers. The introduction of a crossover outside 275 Sandycombe Road would lead to an unacceptable length of crossover without a five metre holding area for pedestrians to wait. The relevant paragraph from the guidance is shown below.

*3.16.) Where a new development is built as a row of houses on a plot of land adjacent to a publicly maintained footway and vehicle accesses are required, these will be paired to a maximum width of 4.8m flat section. Between each pair a 5.0m gap/footway width must be provided, which will allow a safe area for:*

- pedestrians to stand whilst waiting for manoeuvring vehicles*
- locating street furniture and utility boxes*
- maintaining a useable on street parking space.*

*These crossovers will not normally be considered for extension to 3.5m (flat section) unless exceptional circumstances can be demonstrated, so as to maintain the quality of the street-scene, on street parking availability and sufficient footway areas for pedestrians and utility access.*

3.21 The site specific circumstances mean that the provision of on-site parking accessed via a new crossover would not be acceptable on highway safety grounds. The proposed crossover will adversely affect the visibility and safety of both pedestrians and vehicles and would not adhere to the LBRUT recommended policies. It is for this reason and the fact that the application

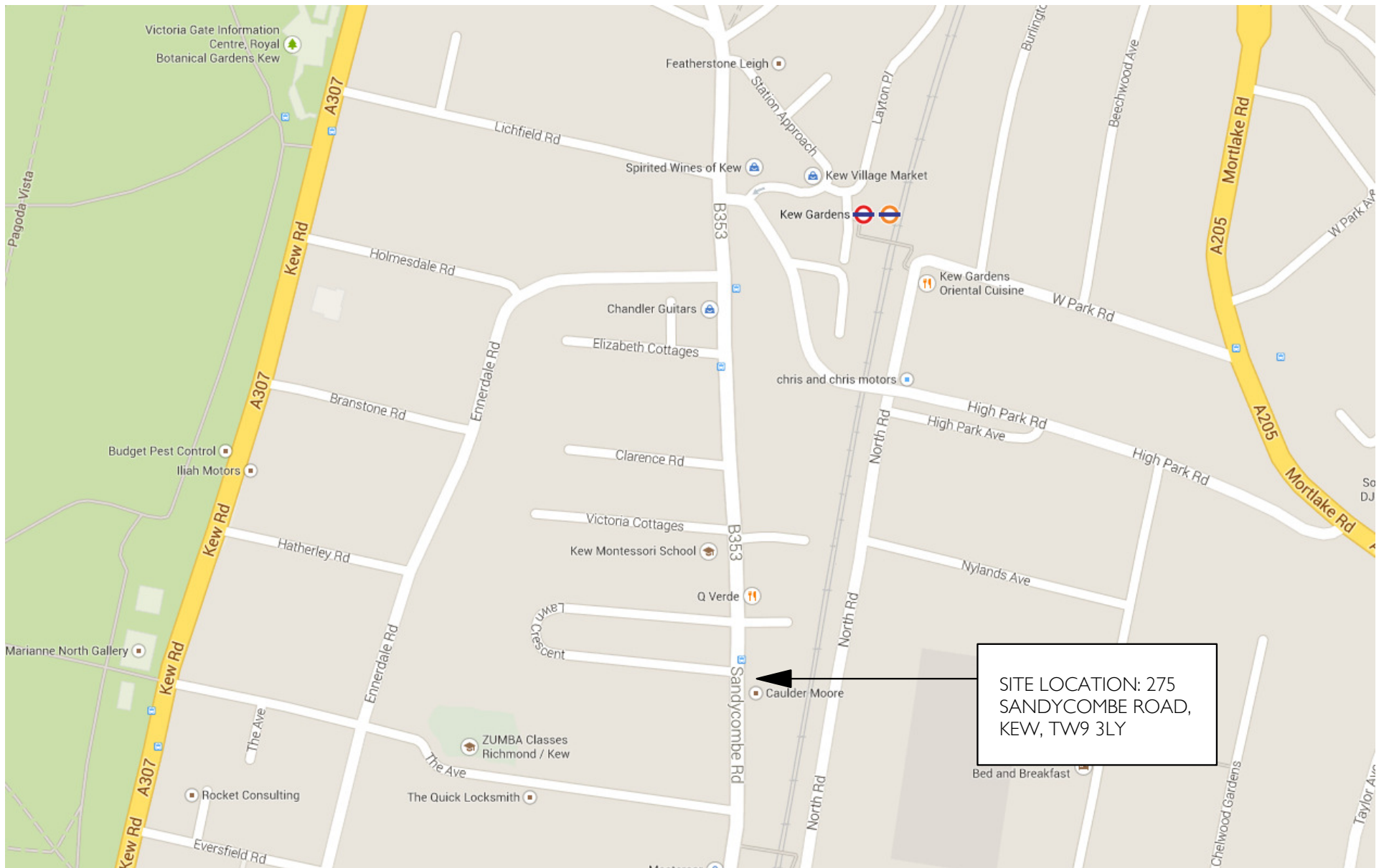
demonstrates full compliance with Policy DM TP 8 that a car free development on the site is the only acceptable option.

## 4.0 SUMMARY

- 4.1 The planning application seeks permission for the demolition of the existing hall and the erection of a new community facility building and six flats inclusive of four one-bedroom and two two-bedroom dwellings at 275 Sandycombe Road.
- 4.2 Due to the unacceptability of the introduction of a crossover onto the site the proposal does not make provision for on site parking. A crossover onto the site would be contrary to the policy advice on the need for a 10m separation distance between the crossover and an existing bus stop and the fact that a crossover onto the site would result in a combined crossover width of in excess of the 4.8m continuous crossover width maximum set out in policy.
- 4.3 An assessment of the nearest bus and rail stations has been assessed the results shows good connections to bus, rail and underground services within close proximity to the site.
- 4.3 There will be no change to the size of community facilities provided with neither the community or residential dwellings being able to access a permit for the neighbouring CPZ, this will be agreed within a S106 agreement with the Council.
- 4.4 The proposal will therefore have a minimal and insignificant impact on the adjoining highway in terms of capacity, safety and neighbouring amenity.

## FIGURES





SITE LOCATION: 275  
SANDYCOMBE ROAD,  
KEW, TW9 3LY

Date: March-2016  
Scale: NTS  
Source: Transport Direct  
Drawing No: PI373/TS/01

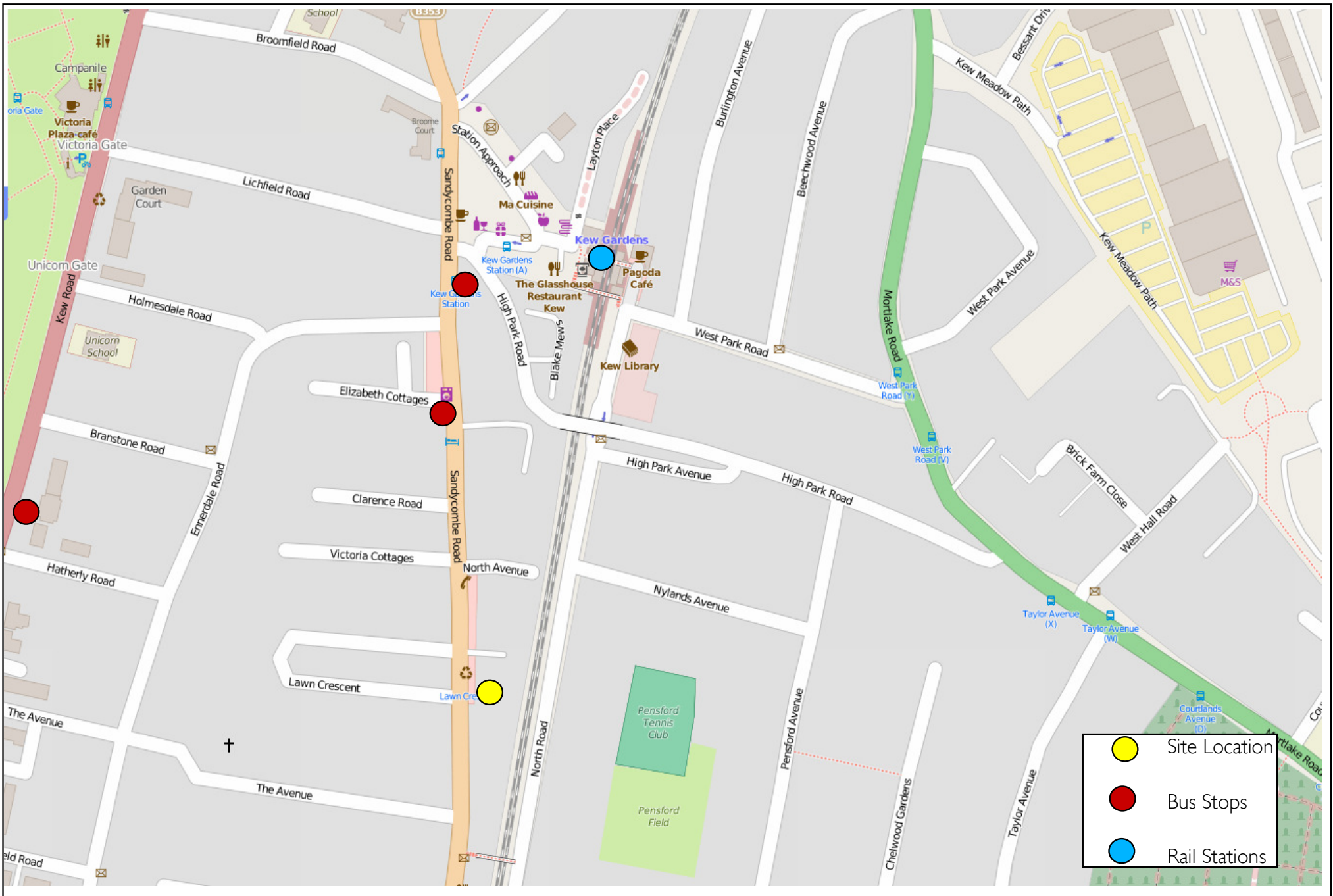


PI373: 275 SANDYCOMBE ROAD, KEW, TW9 3LY

Figure 1  
Site Location Plan



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Date: March-2016  
 Scale: NTS  
 Source: Transport Direct  
 Drawing No: P1373/TS/02



P1373: 275 SANDYCOMBE ROAD, KEW, TW9 3LY

Figure 2  
 Public Transport Map



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**APPENDIX A**  
Site Boundary

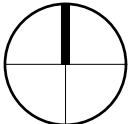


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No.    Date    Revision Notes

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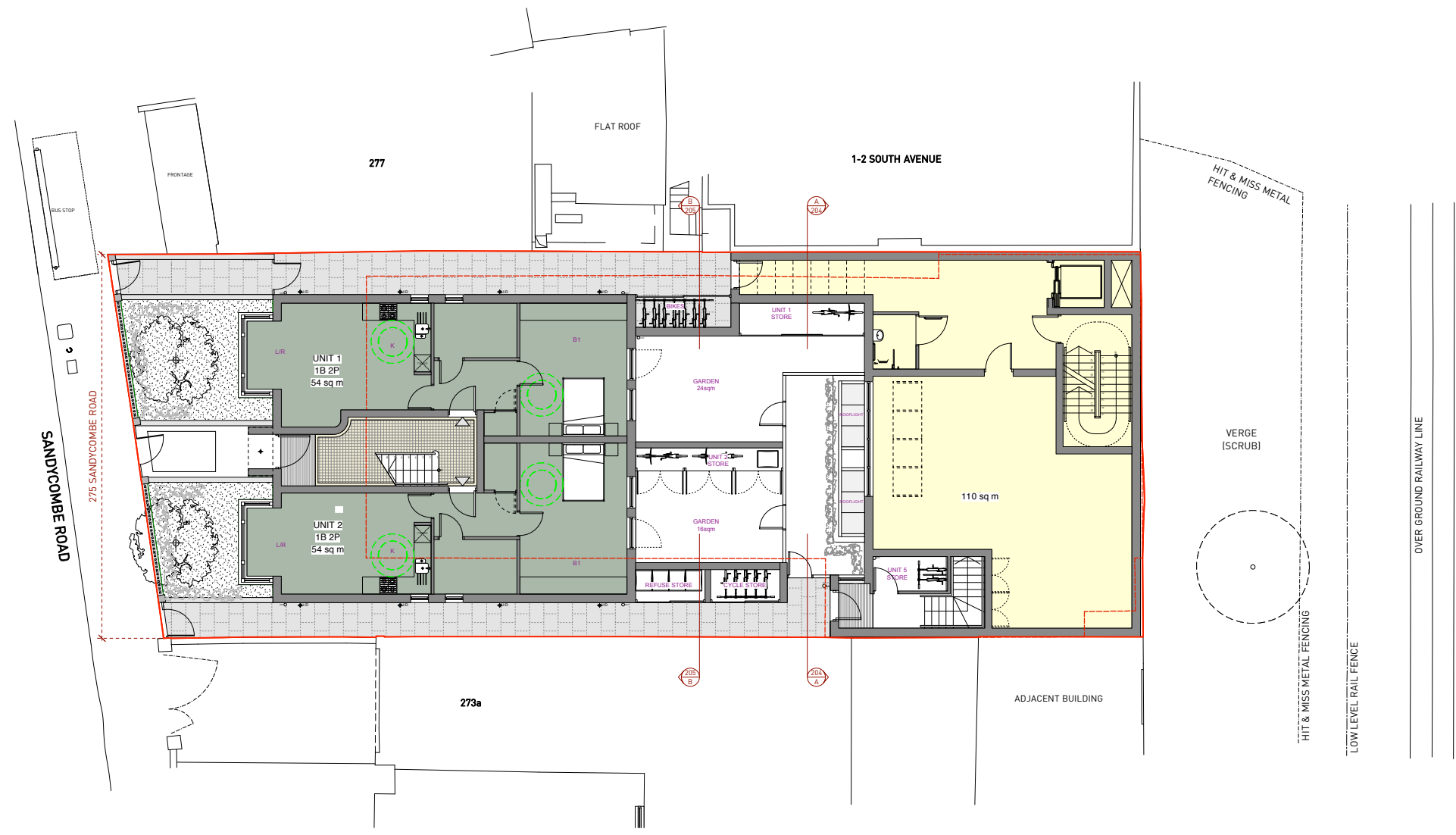


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Project <b>275 SANDYCOMBE ROAD TW9 3LY</b>		
Drawing <b>LOCATION PLAN OS MAP</b>		
Project No <b>3852</b>	Drawing No <b>001</b>	Revision <b>-</b>
Scale 1:1250 @ A4	Date JUNE/2015	Revised 00/00/0000

**APPENDIX B**  
Proposed Site Plans



**LEGEND**  
 — 472 sqm SITE AREA

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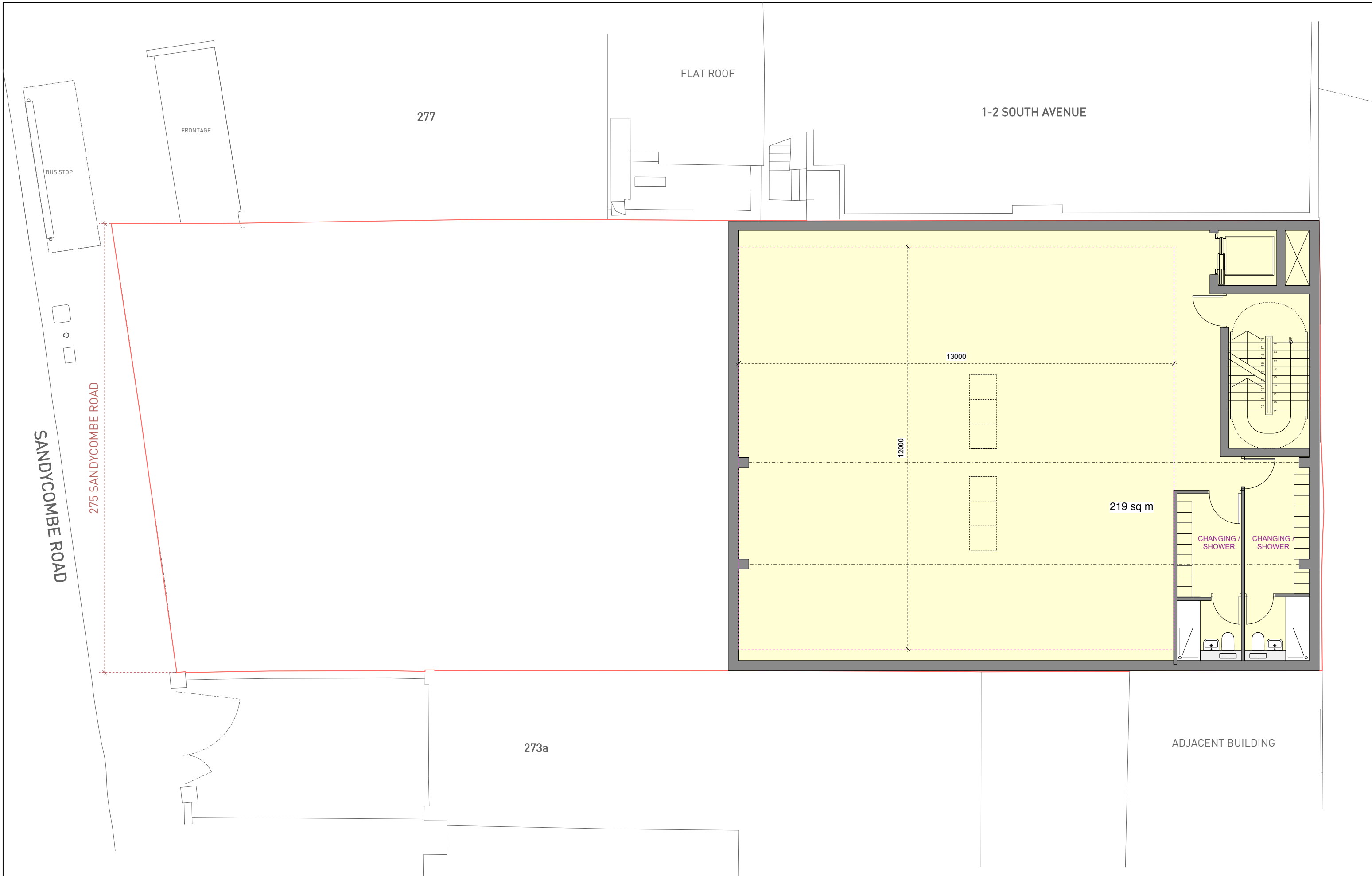
No.	Date	Revision Notes
A	13/8/15	REVISIONS TO WINDOW LOCATIONS + EXTERNAL DETAILING
B	3/9/15	ENTRANCE CHANGED
C	11/12/15	SET BACK TO SOUTHERN FLANK WALL
D	21/1/16	NEW LAYOUT
E	8/2/16	SET BACK LINE OF FRONT FACADE

**PLANNING**



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Project <b>275 SANDYCOMBE ROAD</b>		
Drawing <b>SITE PLAN AS PROPOSED</b>		
Project No <b>3852</b>	Drawing No <b>098</b>	Revision <b>E</b>
Scale 1:200 B A3 @	Date JUNE/2015	Revised 08/02/2016



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No.	Date	Revision Notes
A	10/12/15	D2 HALL DIMS INDICATED

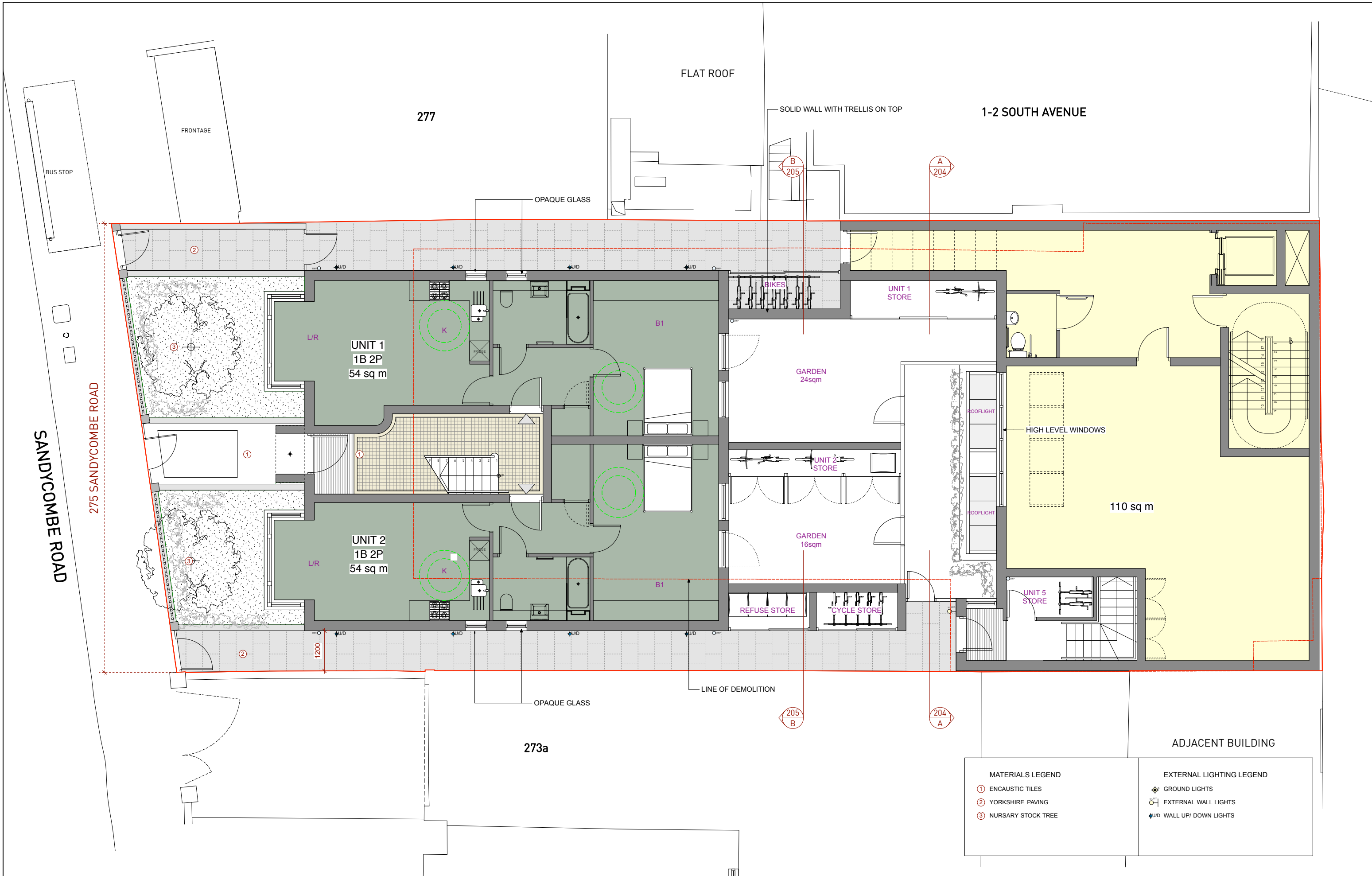
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Project <b>275 SANDYCOMBE ROAD</b>		
Drawing <b>BASEMENT FLOOR PLAN AS PROPOSED</b>		
Project No <b>3852</b>	Drawing No <b>099</b>	Revision <b>A</b>
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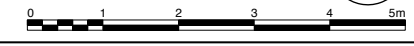




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No.	Date	Revision Notes
A	19/6/15	TURNING CIRCLES ADDED
B	13/8/15	REVISIONS TO WINDOW LOCATIONS + EXTERNAL DETAILING + ENTRANCE ENLARGED
C	10/12/15	SET BACK TO SOUTHERN FLANK
D	21/1/16	NEW LAYOUT
E	29/1/16	1200mm SPACE BETWEEN 275 + 273 SANDYCOMBE ROAD
F	8/2/16	SET BACK LINE OF FRONT FACADE

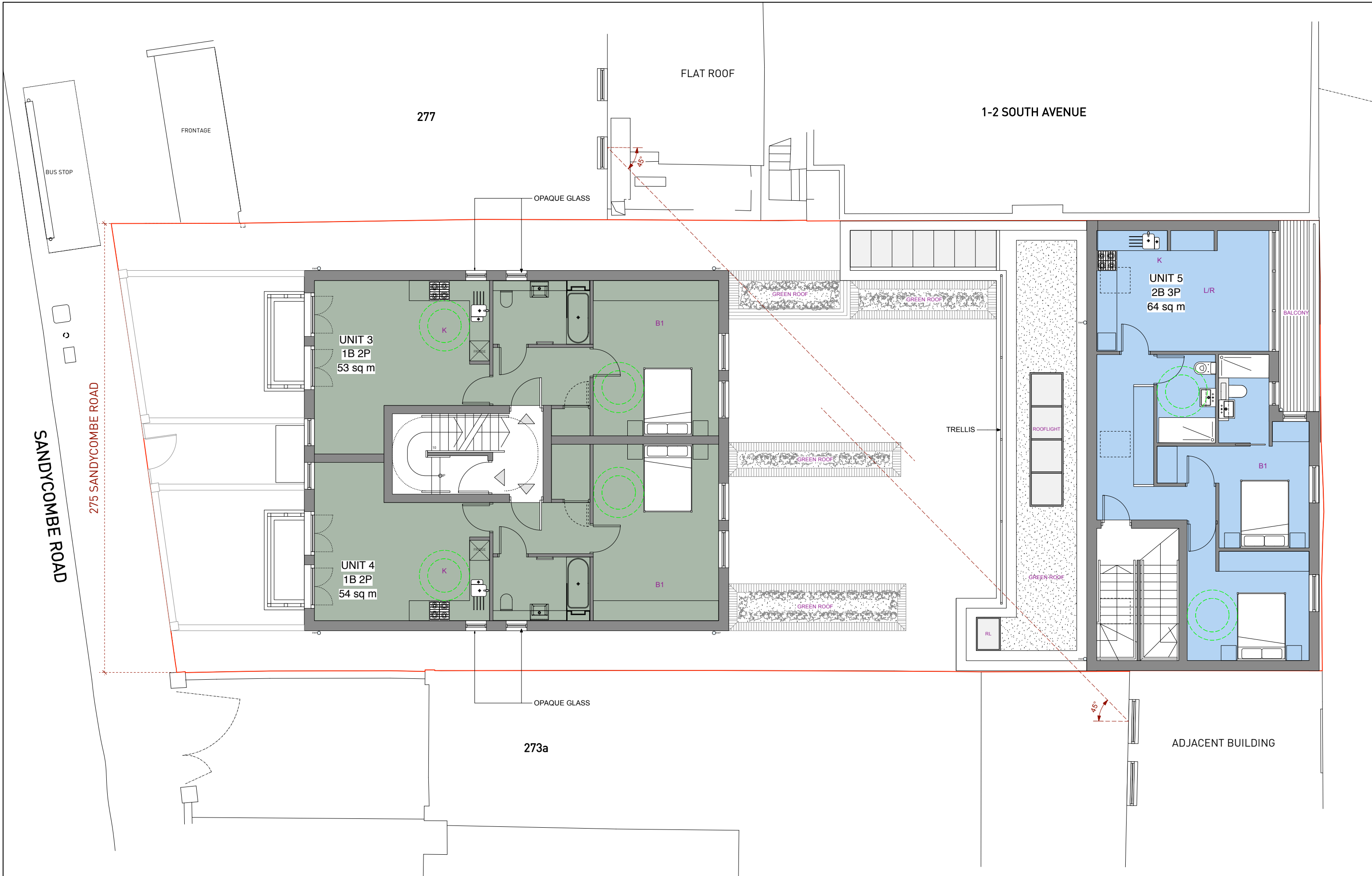
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Project <b>275 SANDYCOMBE ROAD</b>		
Drawing <b>GROUND FLOOR PLAN AS PROPOSED</b>		
Project No <b>3852</b>	Drawing No <b>100</b>	Revision <b>F</b>
Scale 1:100 B A3	Date JUNE/2015	Revised 08/02/2016

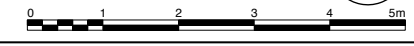




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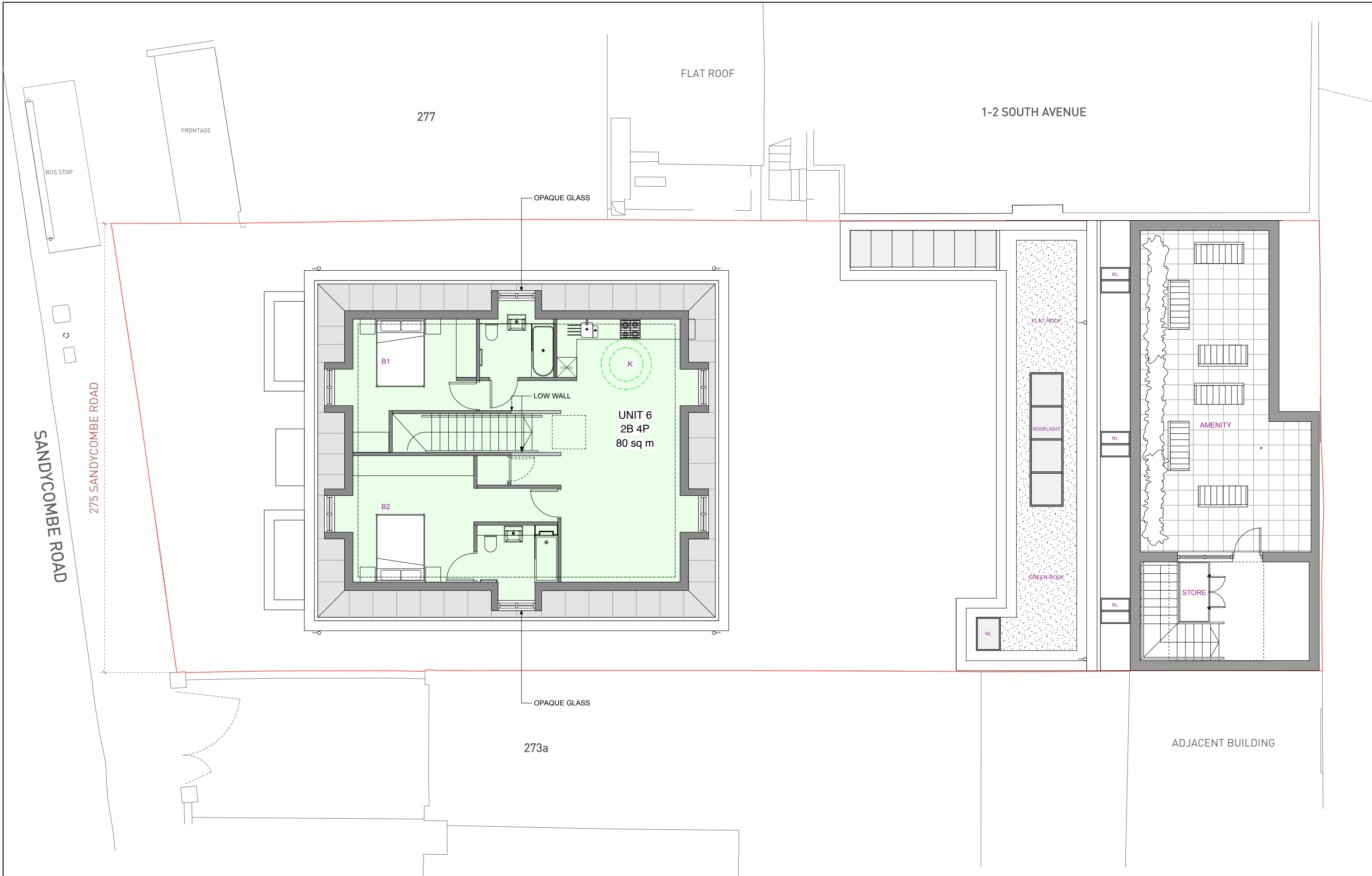
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Project <b>275 SANDYCOMBE ROAD</b>		
Drawing <b>FIRST FLOOR PLAN AS PROPOSED</b>		
Project No <b>3852</b>	Drawing No <b>101</b>	Revision <b>F</b>
Scale 1:100 B A3 g	Date JUNE 2015	Revised 08/02/2016



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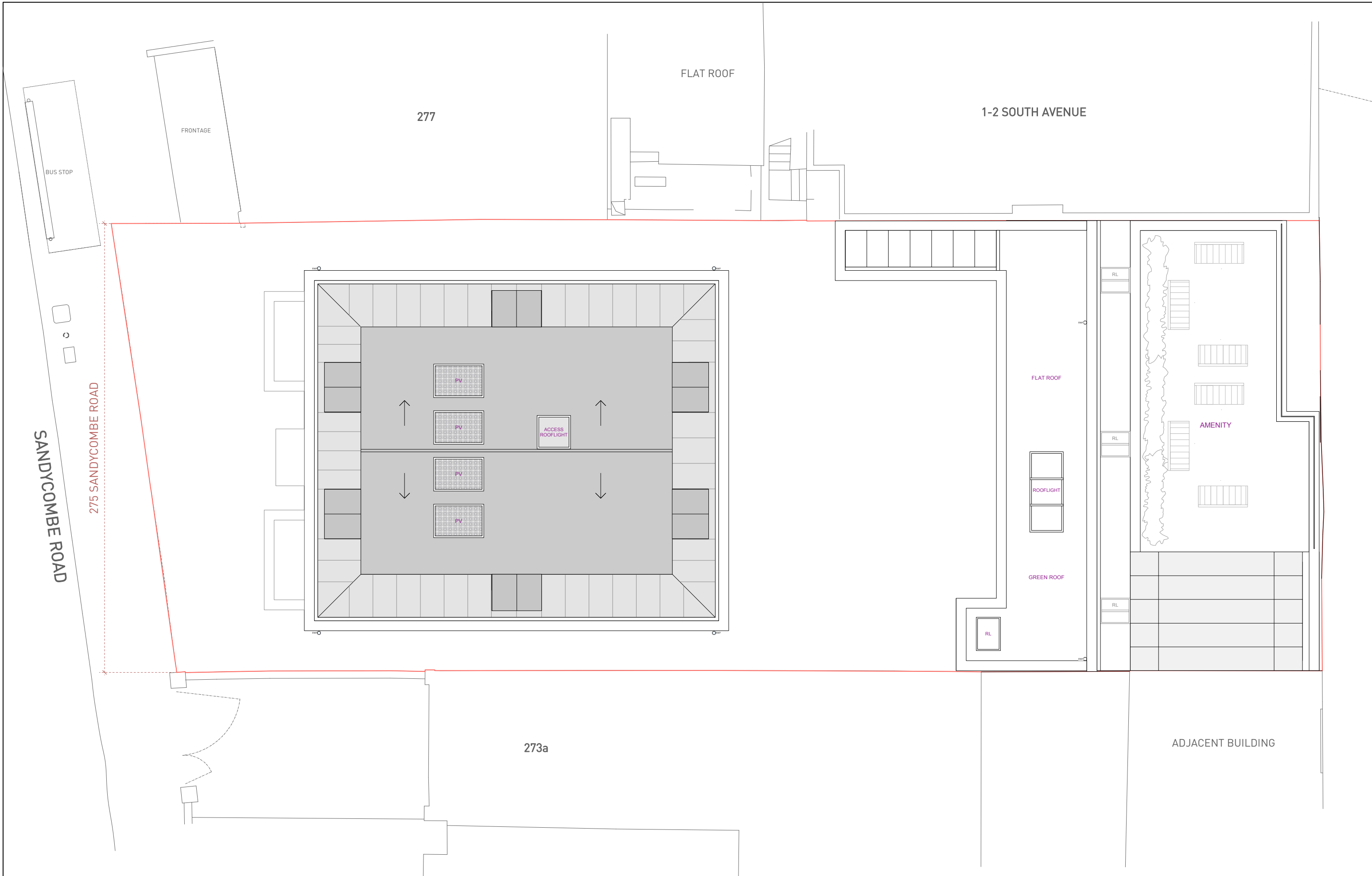
No.	Date	Revision Notes
A	19/6/15	TURNING CIRCLES ADDED
B	13/8/15	REVISIONS TO WINDOW LOCATIONS + EXTERNAL DETAILING + ROOFLIGHTS ADDED
C	9/11/15	REVISED INDICATING MANSARD ROOF
D	10/12/15	SET BACK TO SOUTHERN FLANK
E	21/1/16	NEW REVISIONS TO ANTRA ZINC STANDING SEAM ROOF + NEW LAYOUT
F	29/1/16	1200mm SPACE BETWEEN 275 + 273 SANDYCOMBE ROAD
G	8/2/16	SET BACK LINE OF FRONT FACADE

**PLANNING**



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Project <b>275 SANDYCOMBE ROAD</b>		
Drawing <b>SECOND FLOOR PLAN AS PROPOSED</b>		
Project No <b>3852</b>	Drawing No <b>102</b>	Revision <b>G</b>
Scale 1:100 B A3 g	Date JUNE/2015	Revised 08/02/2016



GENERAL NOTES:  
 Do not scale from this drawing.  
 Check drawing on receipt and immediately report any discrepancies to the Architect.  
 Verify all dimensions and levels on site prior to construction.  
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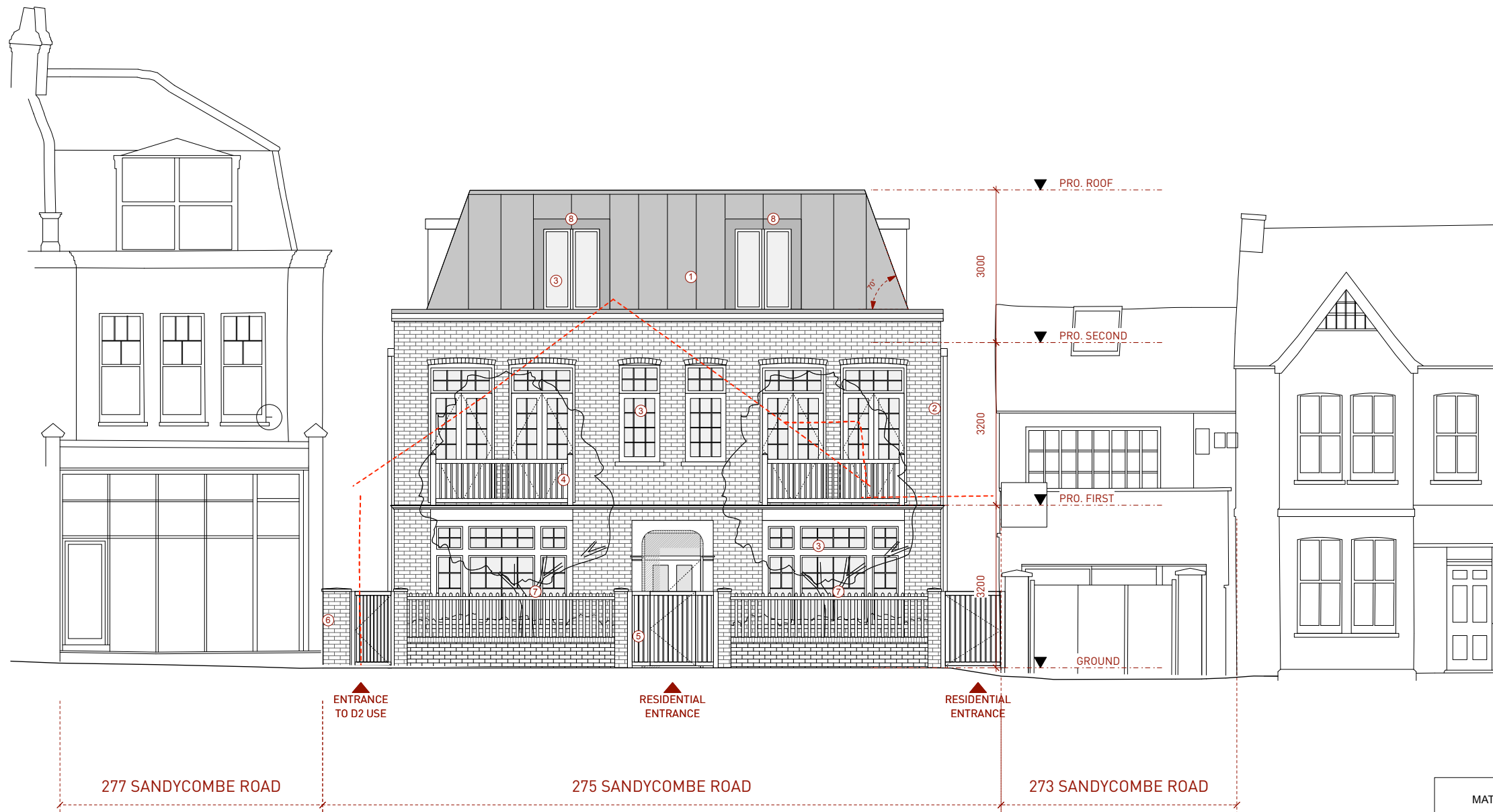
No.	Date	Revision Notes
A	13/8/15	REVISED ROOF DESIGN
B	3/9/15	ROOFLIGHTS ADDED
C	9/11/15	REVISED INDICATING MANSARD ROOF
D	10/12/15	SET BACK TO SOUTHERN FLANK
E	21/1/16	NEW REVISIONS TO ANTRA ZINC STANDING SEAM ROOF.
F	29/1/16	1200mm SPACE BETWEEN 275 + 273 SANDYCOMBE ROAD
G	8/2/16	SET BACK LINE OF FRONT FACADE

**PLANNING**



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Project <b>275 SANDYCOMBE ROAD</b>		
Drawing <b>ROOF PLAN AS PROPOSED</b>		
Project No <b>3852</b>	Drawing No <b>103</b>	Revision <b>G</b>
Scale 1:100 B A3 g	Date JUNE/2015	Revised 08/02/2016



MATERIALS LEGEND	
①	ROOF: ANTHRA ZINC STANDING SEAM
②	WALLS: BRICKWORK SOFT RED
③	WINDOWS: PAINTED TIMBER
④	BALCONY: PAINTED HARDWOOD
⑤	FENCE: PAINTED HARDWOOD ON LOW BRICK WALL
⑥	SIGNAGE
⑦	NURSERY STOCK TREES
⑧	LEAD CLAD DORMER

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No.	Date	Revision Notes
A	13/8/15	REVISIONS TO WINDOW LOCATIONS + EXTERNAL DETAILING
B	3/9/15	SIGNAGE CHANGED
C	9/11/15	REVISED INDICATING MANSARD ROOF
D	10/12/15	SET BACK TO SOUTHERN FLANK
E	21/1/16	NEW ANTHRACINE STANDING SEAM ROOF
F	29/1/16	1200mm SPACE BETWEEN 275 + 273 SANDYCOMBE ROAD

**PLANNING**



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Project <b>275 SANDYCOMBE ROAD</b>		
Drawing <b>FRONT ELEVATION AS PROPOSED</b>		
Project No <b>3852</b>	Drawing No <b>200</b>	Revision <b>F</b>
Scale 1:100 B A3 g	Date JUNE/2015	Revised 00/00/0000

**APPENDIX C**  
TfL Output File

**APPENDIX D**  
Parking Survey Results

# PTAI Study Report File Summary

## PTAI Run Parameters

PTAI Run 20151607094719  
Description 20151607094719  
Run by user PTAL web application  
Date and time 16/07/2015 09:47

## Walk File Parameters

Walk File PLSQLTest  
Day of Week M-F  
Time Period AM Peak  
Walk Speed 4.8 kph  
BUS Walk Access Time (mins) 8  
BUS Reliability Factor 2.0  
LU LRT Walk Access Time (mins) 12  
LU LRT Reliability Factor 0.75  
NATIONAL\_RAIL Walk Access Time (mins) 12  
NATIONAL\_RAIL Reliability Factor 0.75

Coordinates: 519101, 176425

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	KEW ROAD THE AVENUE	65	537.44	8.0	0.5	6.72	5.75	12.47	2.41	1.2

BUS	KEW GARDENS HOTEL	391	88.37	6.0	1.0	1.1	7.0	8.1	3.7	3.7
LU LRT	Kew Gardens	District Line Richmond to Dagenham East	449.25	0.3	0.5	5.62	100.75	106.37	0.28	0.14
LU LRT	Kew Gardens	District Line Barking to Richmond	449.25	0.3	0.5	5.62	100.75	106.37	0.28	0.14
LU LRT	Kew Gardens	District Line Tower Hill to Richmond	449.25	0.7	0.5	5.62	43.61	49.22	0.61	0.3
LU LRT	Kew Gardens	District Line Richmond to Upminster	449.25	6.3	1.0	5.62	5.51	11.13	2.7	2.7
NATIONAL_RAIL	KEW GARDENS BR	RICHMOND to STRATFORD	449.25	4.0	1.0	5.62	8.25	13.87	2.16	2.16

Total AI for this POI is 10.34.

PTAL Rating is 3.